INDIANA DEPARTMENT OF TRANSPORTATION
INDIANAPOLIS, INDIANA 46204-2217

INTERDEPARTMENT COMMUNICATION

(Date)_____

TO: _____
District Director

ATTENTION: _____
District Traffic Engineer

ATTENTION: _____
District Development Engineer

FROM: _____
Project Manager

SUBJECT: Maintenance of Traffic

Des.: _____
Project No.: _____
Route: _____
Bridge File: _____
County: _____
Location: _____

We are preparing plans for a (bridge replacement) (deck overlay) (deck replacement) (structure widening) for the above noted structure and are in the process of evaluating the relative merits of a detour versus (a temporary bridge and runaround) (maintaining traffic on the structure) during the construction period. In order that the District input may be considered in this decision, we ask that you complete the blanks in this memorandum and return it to:

_____
(Design Engineer)
Indiana Department of Transportation
100 North Senate Ave., Room N642
Indianapolis, IN 46204-2216

MEMORANDUM TO DISTRICT REQUESTING TRAFFIC MAINTENANCE RECOMMENDATIONS FOR BRIDGE PROJECT

Figure 82-2B

If a detour is recommended, please submit the official detour map and signage with this memorandum with the blanks filled in. If the official detour route is totally over INDOT routes, please initiate early coordination with the affected local public agency or agencies regarding the unofficial detour route.

The Preliminary Engineering Report (scope) for the project recommended that (an official detour be used.) (a temporary runaround be used.) (traffic be maintained on the structure.)

The AADT during the construction year is _____
We estimate the additional cost of a temporary bridge and runaround to be $_____

1. TEMPORARY RUNAROUND.

METRIC RUNAROUND COMPUTATIONS FURNISHED BY DESIGNER

Length of Runaround, m* x Cost per Meter**	_____ x $ _____ = $ _____
Length of Temporary Bridge x $2,000/m or Cost of Pipe	_____ x $2,000 = $ _____ $ _____
Total Runaround Cost (Total Cost Option 1)	$ _____

* Length of Runaround = Distance from tie-in point to tie-in point minus Length of Temporary Bridge.

** For average fill height $\leq$ 2 m, use $350/m
For average fill height > 2 m, increase as necessary

2. INDOT-ROUTES DETOUR. Best available official detour route over INDOT routes:

_____
_____

a. What extra distance would be traveled by through traffic using this route?_____
_____

b. What percent of the traffic would use this detour route?_____

c. If this official detour route is used, what road(s) would be used as the unofficial detour route?_____
_____

(1) List the existing condition and type of pavement for each road, (i.e., good, very good, rutted, gravel, asphalt, etc.)_____
_____

(2) What is the distance over the above unofficial detour route?_____
_____

METRIC INDOT-ROUTES DETOUR COMPUTATIONS

Detour	Through	Local
Detour Duration (days)		
Extra Distance (km)		
Vehicles per Day		
User Cost per Kilometer	$0.16	$0.16
User Cost	$	$

User Cost = Detour Duration x Extra Distance x Vehicles per Day x $0.16/km

d. Total User Cost = Through User Cost + Local User Cost. Therefore, Total User Cost = $_____.

e. Estimated payment to local public agencies due to use of unofficial detour route = $_____.

Total Cost Option 2 (d + e) $_____

3. LOCAL ROADS DETOUR. Best available official detour route over local roads. Is it feasible for this route to include one or more INDOT routes? _____

_____

_____

a. What extra distance would be traveled by through traffic using this route?

_____

b. What would it cost to upgrade the local roads to accommodate INDOT traffic?

_____

c. What percent of the traffic would use this detour route?_____

d. If this official detour route is used, what road(s) would local traffic most likely use?_____

_____

(1) List the existing condition and type of pavement for each road. (i.e., good, very good, rutted, gravel, asphalt, etc.)_____

_____

(2) What extra distance would be traveled by local traffic using this route?

_____

METRIC LOCAL-ROADS DETOUR COMPUTATIONS

Detour	Through	Local
Detour Duration (days)		
Extra Distance (km)		
Vehicles per Day		
User Cost per Kilometer	$0.16	$0.16
User Cost	$	$
Cost to Improve Local Roads (See Item 2b)	$	XXXXXXXXXXXXXXXXX

User cost = Detour Duration x Extra Distance x Vehicles per Day x $0.16/km

Total User cost = Through User Cost + Local User Cost + Cost to Improve Local Roads. Therefore, Total Cost Option 3 = $_____

4. Time delay for fire and police protection, emergency medical service., and postal service: _____
_____
_____

5. Number of school buses using the facility and additional kilometers involved: _____
_____
_____

6. Note any business or public facilities which are sensitive to a road closure. Estimate the degree of impact the closure would have. _____
_____
_____

7. District recommendation for traffic while project is under construction. If this recommendation is different than what is contained in the scope, please explain the rationale for the change. _____
_____
_____

8. If a detour is recommended, the number of detour route marker assemblies required is _____ each.

The official detour map with sign locations is shown on an accompanying sheet.

[Fig 82-2B.doc]